

# Specification

for A Class

## **RIG & SAILS**

prices valid for orders paid during 2014

### **RIG KIT**

**£530**

a pack contains spars, rigging, one mainsail, one headsail, and fittings sufficient to make one rig with the following features

#### general features

- lightweight sails, 75 micron film, not sewn
- rigging plan
- high modulus carbon tube for mast spar - 16 mm round at bottom and 14 mm round tapering to 14 x 5 mm ellipse at top
- high modulus carbon round tube for boom spars
- carbon moulded backstay crane
- stainless, anodised alloy, plastic and/or nickel plated fittings as appropriate
- headsail boom counterbalance weight
- robust ball raced gooseneck/kicking strap unit that is simple to fit to mast
- flexible 7 strand rigging wire for standing rigging
- Dyneema rigging cord for running rigging
- fastenings and terminations

*you will need the following materials to supplement the pack*

Epoxy resin, cyano glue, tape for limit marks (measurement bands)

#### options for rig kit with only No 1 suit sails

**price**

ball raced swivel for headsail boom – not required for SWORD	£14.50
bent joiner for No 1 headsail boom – required for SWORD	£9.50
pocket luff headsail	£poa
spar for pocket luff headsail	£poa
apply insignia + sail numbers	£14.50
apply national letters	£7.20
snap in/out rigging screws – required for SWORD	£6.00
complete a rig kit – see note 3	£333.00

#### options for rig kit with No 2 suit and lower sails

**price**

headsail boom kit – with larger (14 mm) diameter spar tube	£57.00
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ball raced swivel – heavy duty version for larger headsail boom	£16.00
completion of headsail boom kit	£46.75
rigging headsail & mainsail onto boom and mast	£33.00

## delivery

masts over 1.5 metres long have to go by carrier – see note 3  
 masts & booms will be packed in grey tube  
 fittings and rigging will be packed in another pack

*for five sets of equipment bought at same time*  
 there is a 5% discount on the total price

## other options

## price

sail bag (for No 1 rig)	£poa
we no longer stock rig box material, sorry	-
<i>delivery</i>	
packed in a sturdy box for delivery by carrier	£poa
alternatively collect the completed rigs	-

## additional sails

<b>SAILS</b>	<b>No 1 panelled</b>	<b>£158.00</b>
	<b>No 1 lightweight</b>	<b>£147.00</b>
	<b>No 2, 3, 4 or 5 panelled</b>	<b>£158.00</b>
	<b>No 4 or 5 standard</b>	<b>£120.00</b>

mainsail and headsail have the following features

general

- battens, self adhesive
- No 1, 2 and 3 suits of sails have five panels in the main and four panels in the headsail
- built in shaping at seams
- No 1 panelled sails in 75 micron film with sewn seams for stable shaping
- EITHER No 1 lightweight sails in 75 micron, seams NOT SEWN – as in rig kit
- OR No 1 lightweight sails in 50 micron film NOT SEWN
- other sails in Mylar scrim with sewn seams for stable shaping
- No 4 and 5 standard suits are not panelled
- luff shaping suitable for application
- cloth suitable for application

No 1 Lightweight headsail	50 micron film
No 1 lightweight mainsail	50 micron film

No 1 headsail	75 micron film
No 1 mainsail with eyelets or slides	75 micron film
No 2 headsail	125 micron film
No 2 mainsail with bolt rope	160/180 gram/m2 scrim
lower sails	as appropriate

- headsail luff has a narrow pocket suitable for a 0.75 mm diameter forestay

colour of tape	light blue
choose	blue
from	black
the	grey
list	white
	pink
	red
	orange
	yellow

- corner reinforcements patches are self adhesive

colour of reinforcement	blue
choose	dark blue
from	black
the	grey
list	silver
	white
	pink dayglo
	red
	orange dayglo
	yellow dayglo
	cream

### options for additional sails price

extended luff to full height on mainsails – see Note 1	£26.75
non standard shaping - see note 2	£5.75
'finger' patches	£8.25
small pocket at luff for jackstay	£7.75
large pocket at luff for mast	£21.25
insignia + numbers added to each side of mainsail and headsail	£14.50
national letters applied to each side of one mainsail	£7.20

### use

The recommended wind speed range for each rig is as follows:

Rig	km/hour	knots
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	measured at 1 metre	measured at 10 metres
1	0-25	0-21
2	15-30	13-25
3	20-35	16-30

These figures will vary depending on the stability of the boat and wave conditions.

## delivery

sails are laid on thick paper then rolled and placed in a 90 or 100 mm diameter cardboard tube  
 tube has end caps taped in place  
 delivery by first class post in the UK  
 delivery by letter post outside the United Kingdom  
 delivery by other means on application

### Note 1

*GROOVY mast only*

*The extended luff on reduced height mainsails extends the luff of the sail up to the normal maximum luff height. This leaves a strip of cloth about 75 mm wide behind the mast down to the position of the top of the main triangular area of sail. The purpose of this is to create a 'splitter plate' behind the section of mast exposed above the head of the sail and reduce the drag of that part. Reducing the drag will always improve performance and drag reduction high up in the rig is especially useful.*

*Since December 2008 we have started to use a mast with an elliptical section above the hounds. This reduces the drag of the mast and eliminates the need to add the extended luff.*

### Note 2

*the shaping built into our sails has evolved over a long time and many generations of design*

*F2 sails have our standard shaping*

*F3 sails have 17% more camber*

*F1 sails have 17% less camber*

*sails with non-standard shaping are marked in the tack to show the difference so you will always know if the sails you see are of standard or non-standard shaping*

### Note 3

*Because carriers have a remarkable ability to break even well packed masts during transit we have abandoned attempting to deliver masts in fully completed form. We will leave the join between the 16.5 mm and 14 mm diameter carbon tubes un-glued so the mast can be packed in a box less than 1.5 metres long or, if sent with a SWORD, inside the hull packaging box. The join is where the spreaders are located and the pre-drilled hole for the spreader connector wire is used as part of the locating method. The joint is pre-abraded and cleaned ready for bonding.*

*On arrival the mast should be joined as follows:*

*Take a length of 1.5 mm diameter stainless steel wire and coat it with wax polish and polish it with a dry cloth. Repeat the process. Mix 24 hour epoxy resin (if using a conventional epoxy resin with 3:1 ratios mix at least 10 ml to ensure an accurate ratio) sufficient to coat the outside and the inside of the surfaces to be bonded. Push the tubes together using the piece of wire to locate the two in the correct relationship. Clean off any excess resin. Allow to cure. When cured use a pair of pliers to twist the wire to break the bond holding it in place. Extract it from the mast. Remove any alignment tapes.*

end

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# **SAILSetc**

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